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# The Bee

BY INDUSTRY WE THRIVE.

SEVENTH YEAR

EARLINGTON, HOPKINS COUNTY, KENTUCKY, THURSDAY, DECEMBER 24, 1896.

NO. 52

## AMONG THE MAORIS.

A HOLIDAY STORY OF NEW ZEALAND.

LIFE.

An exciting journey through the Flomes at the Coromandel—A steep Engagement and a Promised Return—A Merry Christmas Day at Auckland.

"I take people from north of the equator a long time to get accustomed to the great difference in the seasons one finds in Australia, and particularly in New Zealand, where the climate is much like that of our golf state."

That is what Sir George Grey, ex-governor of New Zealand, said to us at Auckland during our stay.

It was nearing the Christmas holidays, and as my stay in those beautiful lands had been so short, I determined to see the native "king's country," as their great vegetation is called, the famous hot springs to the east and the grand avalanche and mountain peaks to the west, and in addition regard to the sea.

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I had a letter from Sir George Grey to him in London, and a half hour later Mabel named Matilda was welcomed to the "king's country."

The American couple came to my hotel to bid me goodbye, and during the conversation he told me of a country boy who had reached the city that day from Sydney.

"His name is Baldwin," said the captain, "and he is a boy from the hills of New Zealand, and he has a brother who is a fisherman."

"Friend Friend at Last, friend!"

When the young man could control his feelings no longer he burst into tears.

"I am a fisherman," he said,

"but I have been shipwrecked,

but I have been shipwrecked,

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TUESDAY, DECEMBER 24, 1866

"Cheap" Printing.

Some people have not got sense enough to keep out of the rain. This is a proven just now by the silly fight for job work being waged hereabouts by printers of this county. The Bee is in it because it will not be surpassed in quality of work, price or good service. It is foolish and a game at bankruptcy, but if it must be that publishers shall income public benefits and distribute all their profits and pocket their losses, because free silver newspapers are meant to each other, why, The Bee's purring strings have been already loosened and the distribution has begun.

It is understood, though, that The Bee seeks not the emoluments of office from the struggling public, thus befriended, nor any earthly reward; but The Bee must sustain its record for public spirited enterprise.

The Bee reached more people in this and adjoining counties during the late election than any other paper and is ready to reach out as widely with "cheap" or "cheaper" job work if this is the kind publishers must furnish and the public will accept.

However, The Bee has not forgotten nor laid aside the art of fine printing on superfine stock and it will sustain its character for high standard and reasonable prices in this line.

If it is "cheap" job work you want write for samples to

The Bee,  
Erlington, Ky.

Free Turnpike.

The word "free" has an attractive link and sound and popularizes any scheme with which it is connected. Every man is in favor of good roads and a movement is afoot of constructing stone, gravel or steel roads seems to have been started simultaneously in many States of the Union. But while the idea of the highways being good and at the same time free from tolls, with the unreflecting and irresponsible portion of the population, the tax payers understand that the freedom from toll means increase of taxes and a heavier burden to them than the specific toll charges would be.

The idea of Federal or State aid for roads is by no means new. Congress passed a law in 1830 to aid the States in constructing interstate highways but it was vetoed by the Executive, and the State governments then took up the matter.

In the early days of turnpike construction before the era of railroad building, only the mail arteries connecting county towns and business centers were so improved, and the chief source of revenue was the freight hauling from the river stations to interior points of the sugar, molasses and lumber and of coal, iron and tobacco to return loads. The gain to the teamsters was so great that they were glad to pay the toll charges and the States derived a steady revenue from their investment. Lateral roads intersecting and feeding these great thoroughfares were built under the same laws granting State aid and afterward laws were passed allowing counties to be bonded to assist the local roads. While the mileage of improved roads was thus enlarged the interest charges for construction account was also increased and railroads came into view to consume all of the tolls.

Turnpike Tinkering.

If the sensation-mongers would only permit the business men directly interested in the tariff schedules to be heard pros and cons, and adjust their differences of opinion with the committee from the commercialized class, it would be a great relief to the country from continued legalistic flourishes that have been going on since the election. It is known that the Wilson-Gorman bill does not yield sufficient revenue to support the government. As to whether the McKinley bill or the present tariff bill afforded the most revenue in a given lapse of time, arbitrarily selected by the statistician, does not affect the question at the present time. What is needed is a remedy, and the best remedy for the deficit. The opinion that the present law would, if continued, succeed in collecting enough customs duties to run the Government seems to be based upon the fact that there is a balance in the Treasury.

In Kentucky much interest has always been taken and a large amount of money invested in turnpikes by the State, counties and individuals. As is the March of improvement the necessity for these roads was removed by that introduction of steam and the substitution of railroad transportation, their patronage was lessened, revenues cut off and values depreciated. The receipts were in many instances so small that they were insufficient to keep the roads in tolerable condition and proper

maintenance became a burden upon the stockholders. The competition of railroad transportation had become so great that paying toll seemed to travelers an imposition. For many years efforts have been made to obtain legislation in favor of "free" turnpikes. At the last session bills were passed permitting the State to dispose of its stock in the several turnpikes, and also a bill allowing counties to hold an election for the purpose of deciding whether the county should take the turnpikes within its borders at a valuation fixed by an appraiser made at the instance of the Fiscal Court, and issue bonds to payment therefore and levy a tax to maintain them in good order free from toll charges.

Elections have been held in several counties and resulted in a vote for the condemnation and purchase of the pikes. But in some of them the debt already existing had reached the Constitutional limit and the Courts were powerless to appropriate any or issue bonds to the turnpikes. Pending negotiations with stockholders and efforts to seek some available and legal method of controlling the roads and keeping them in good condition free of toll, to the traveling public, a spirit of unrest and lawlessness engendered by that necessarily slow process of the constituted authorities broken out in various portions of the State as if by preconcerted action, and disguised raiders destroyed toll gates, threatened the lives of gate keepers, and gave sinister warnings to stockholders demanding by messages and placards that toll gathering should cease.

In many states the damage done by these marauders, who, when ascertained, have to be paid by the county in return for the taxes paid to maintain order and secure protection from mob rule. It is a mooted question whether in this State an action will lay against the county officials under the common law in the absence of statutory provision.

A resident of Shelby county speaking of the destruction of the toll gates says that the tax-payers of that county are satisfied with the present arrangement believing that those who use the roads pay for those specific instead of ad valorem, whereas it is feasible. It prevents undervaluation, and puts all merchants on an equal footing.

If the sound-money Democrats would drop the motto "Free Trade" and substitute "Fair Trade," and unite with conservative Republicans in framing a tariff on a thoroughly American principle which shall be sufficiently protective in a degree sufficient to raise the necessary expenses for the government economically administered and for judicial public improvements; an impetus would be given to the revival of business that would ensure years of prosperity and relegate the question of the free-silver of silver to that period in the future when an international convention could adopt Senator Chandler's ideas of impossible bimetallism.

Tweedle-dee and Tweedle-dum.

The Chicago Saturday Bluff is one of the ultra-sensational papers that have madly circled by their record for filth. Its chief desire is to secure, as it states at top of its editorial column, "photographs or drawings of sensational events, cramps and criminals, etc., etc." in order that it may hold these things up to public gaze in their most hideous and degrading shapes. This paper is also an extreme agent in the agitation of class strife.

The Henderson Gleaner aspires to an imitator; at least a copyist.

The Saturday Bluff of December 12, had these two paragraphs first in its editorial column:

"The widow glass trust has levied a tax on daylight."

"Is making light of the window glass trust?"

The Twice-a-week Gleaner of December 18, had these two paragraphs first in its editorial column:

"Nobody is making light of the window glass trust."

"The window glass trust has levied a tax on daylight."

The light thrown by these two sets of paragraphs is singularly similar. The same intelligence is coövered and the same position assumed by each journal, of holy aloofness from contaminating things. This might be a "strange coincidence," but there are others.

The Gleaner's third editorial (?) about "Yellow fever and yellow generalship," the fourth about "The home of Mrs. May Lease," and three others about "Representative Pitt," "Trusts in England" and "Bag Barons vs. Crag Barons" are taken bodily from the Saturday Bluff.

Prize Contest.

On account of the Holidays the Bee has decided to postpone the prize question contest until "Hister" column, and so other sets of these questions will be published until the first issue in January. The "No. 1" set of questions published last week will remain the first of this series and may be answered at any time. Considerable interest has already been shown in this "search for knowledge," and the contest promises to be a very popular one.

Christmas.

From Bachelor M'd Ch't. The greatest and best of all our holidays is near at hand, our hearts are full of love and joy, and we send our greeting and loving gifts. I wonder how many of us while surrounded by the dear home faces, will give our thoughts to the little Bethlehem nearly 2,000 years ago.

When happy ourselves we are apt to forget the one to whom we owe all of our happiness, we should be very grateful for the many blessings which have fallen to our lot. But while we are as happy without

any sufficient to meet the appropriations made for the fiscal year. But that balance is not the result of the tariff, but is the residue of the money derived from the Bond sale. It is not business income, but borrowed capital. If there are any good features of the Wilson-Gorman semi-protective-tariff bill, such as will bear the investigation which should be given to bear on its workings and results, they should be retained in the new enactment. It can be shown that protected industries have made such combinations or trusts to force consumers to pay exorbitant prices to make the tariff a tax, such manufacturers should be excluded from the benefits of the act while so conspiring. It has been the universal history of the introduction of new industries in this country under the fostering care of a tariff sufficiently protective to offset the difference between foreign and domestic wages, that the home competition has reduced the price of manufactured article.

The cost to the consumer has been less than the price of the foreign-made products. The duty has not been added to the manufacturer's price. He has paid duty and freight in order to compete with American goods. Money expended in manufacturing goods here whether for home consumption or export, accomplishes a greater amount of good than when distributed abroad in the benefit of foreign workmen. At the same time it will be remembered that the object of a tariff bill is to collect revenue as well as to foster home manufactures and duties should not be prohibitory. Those who have made a close study of the workings of the revenue bills and the cost of collecting customs are of the opinion that the government interests and the rights of the mercantile community are best subserved by making the duties specific instead of ad valorem, whenever it is feasible. It prevents undervaluation, and puts all merchants on an equal footing.

If the sound-money Democrats would drop the motto "Free Trade" and substitute "Fair Trade," and unite with conservative Republicans in framing a tariff on a thoroughly American principle which shall be sufficiently protective in a degree sufficient to raise the necessary expenses for the government economically administered and for judicial public improvements; an impetus would be given to the revival of business that would ensure years of prosperity and relegate the question of the free-silver of silver to that period in the future when an international convention could adopt Senator Chandler's ideas of impossible bimetallism.

Locomotive Blasts.

"One of the worst tragedies that ever occurred in the 9th district of this county, happened late last Sunday evening. Two men are dead as a result," says the Jellico Advance-Sentinel. What a terrible night must they have had in all that county, when the tragedie was divided by districts.

Joe Blackburn voted against the immigration bill prohibiting the admission of all foreigners over sixteen years of age who cannot read and write in some language.

Joe but continues his efforts to promote and preserve ignorance among the "masses."

We announced editorially last week that the Courier-Journal would give a twice-a-week edition the first of the New Year. We publish this week a full announcement on the fourth page of this issue. Clubbed with The Bee.

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Kentucky Division of League of American Wheelmen.

ELECTION.

Chef Consul: John W. Gleeden, of Covington; Secy: N. G. Crawford, of Louisville.

Secretary-Treasurer: Owen Law.

At the regular meeting of the Board of Directors of the Kentucky Division on Dec. 6, 1866, the following members were elected delegates in the National Assembly:

Ed. H. Croninger, Covington.

E. W. Ledden, of Louisville.

W. F. Peacock, of Madisonville.

R. F. Price, of Maysville.

John C. Williams, of Frankfort.







